विवरण-II

उन नये स्टेशनों की सूची जिन्हें 1986-87 के दौरान वायुदूत सेवा से जोड़ा जाना है

उत्तरी क्षेत्र	दक्षिणी क्षेत्र	पूर्वी क्षेत्र	पश्चिमी क्षेत्र
1. पठानकोट	1. मंगलौर	1. गया	1. दमन
2. जम्मू	2. कालीकट	2. पूर्णिया	2. दियू
3. पूंछ	3. मद्रास	3. गोपालपुर	3. अहमदाबाद
4. राजौरी	4. तूतीकोरिन	4. जयपौर	4. कोल्हापुर
5. किस्तवार	5. रायचूर	5. अगरतला	5. शोलापुर
6. भटिंडा	6. हुबली	6. कैलाशहर	6. जलगांव
7. पटियाला	7. थाजावूर	7. डापोरिजो	7. द्वारका
8. भोपाल	8. चेटीनाड	8. अलौंग	8. अकोला
9. जालन्धर	9. तिरुनेलवेली	9. कमालपुर	9. चन्द्रपुर
10. अजमेर		10. भिलाई	
11. आबू रोड		11. झारसुगुडा	
12. शिमला			
13. फैजाबाद			
14. जगदलपुर			
15. बिलासपुर			

Panchpoli flyover in Nagpur

2398. MISS SAROJ KHAPARDE: Will the Minister of TRANSPORT be pleased to state:

(a) the progress made so far in the construction of flyover at Panchpoli in Nagpur;

(b) whether the Railways have taken up the matter with the Maharashtra Government for clearing certain hurdles in the construction of the project;

(c) if so, with what results;

(d) what is the amount allocated for the project during the year 1986-87; and

(e) by when the project is likely to be completed?

THE MINISTER OF STATE IN THE DEPARMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The Railways are to construct the main bridge across the tracks and road approaches are to be constructed by State Government/Nagpur Improvement Trust. The pxan for the main bridge has been finalised by the Railways and approved by the State Government/Nagpur Improvement Trust. The estimate for the Railway's portion of the work has aiso been sent to the State Government/Nagpur Improvement Trust.

(b) and (c) The Railways have taken up the matter with the Maharashtra Government/Nagpur Improvement Trust for finalisation of the

plans and estimates for the road ap proaches and arrangement for diver sion of the road, land acquisition and completing other formalities. These are still under finalisation by State Government/Nagpur Improvement Trust.

(d) An outlay of Rs. 15 lakhs has been provided towards Railways share of cost.

(e) Completion of project depends upon finalisation of details by State Government/Nagpur Improvement Trust and execution of road approa ches by them.

Steps *to* improve DTC services'

2399. SHRI KALPNATH RAI: Will the Minister of TRANSPORT be plea-sed to state:

(a) whether any steps have been taken by Government to improve the services of D.T.C in Delhi following the recent increases i_n fares; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANS-PORT (SHRI RAJESH PILOT): (a)' and (b) Efforts are being made on a continuing basis to improve overall operational efficiency of DTC. Recently prepared detailed Action Pian includes the following:-

(i) replacement of over-aged buses.

(ii) Pian to engage about 100 buses o;t private operators having 2x2 seating lay out.

(iii) Development of associated in-frastructural facilities like depots and terminals.

(iv)' Setting up of mobile squads to check crew behaviour. Association qf Police personnel with DTC mobile squads to have a watch on the. crew behaviour as also check the behaviour of drivers of three-wheelers, who have a tendency to park at bus stops.

(v) Instruction to the officers for travel in-cognite in the buses with a view Io check the crew behaviour and condition of the buses.

(vi) Provision of time tables at important termina'i points, indicating the services originating from those points.

(vii) Provision of tube-lights in the destination boards boxes to provide clear visibility.

(viii) Conversion of "Deluxe" buses into "Ordinary" buses wherever such buses do not conform to Deluxe standards.

(ix) Construction of more bus queue shelters.

(x) Provision of public address system at important terminals, in phased manner. Through this system trained announcers-cum-guides will impart riecessary information to the commuters at regular intervals.

(xi) Laying down of norms and targets-in respect of various performance para-meters.

(xii) Decentralisation of the functioning by setting up for four regions under charge of Deputy General Manager.

(xiii) Development of computer based management information system.

(xiv) Route rationalisation.

(xv) Initiation of number of welfare measures such as better canteen facilities construction of dormitory accommodation, functioning of the grievance redressal system, with a view to create better in-dustrial relations, setting up of Central Complaint Cell at Headquarter and Regional Complaint Ceils at various points for receiving public compIaints, even on telephone, round the clock.

(xvi) Re-organisation of the system Of procurement, with a view to